

# The Hong Kong Daily Press.

NO. 9254

四百五十五年九月四日

日四月七日三十精光

HONGKONG, THURSDAY, SEPTEMBER 1st, 1887.

四月九日

九月一號英港香

PRICE 82½ PER MONTH

ARRIVALS  
August 30, LOHNG, British steamer, 1,035, W.  
Hunter, Koh-si-chang (Bangkok) 23rd  
August, Rice—YUEN YAT HONG.  
August 31, VOLA, French steamer 880, Bev-  
hype, Shanghai 28th August, Mails and  
General—MESSAGERS MARITIMES

August 31, HAMILTON, British steamer, 1,122,  
Harris, Foochow 28th August, Amy 29th,  
Swatow 30th, General—DOUGLAS LA-  
PAIK & CO.

August 31, RAMBLE, British gun-vessel, W.  
U. Moore, Japan 25th August.

August 31, GLENDALE, British steamer, 1,410,  
Bras, Swatow 30th August, Tea—JAR-  
DINE, MATTHESON & CO.

August 31, KWANG-LEE, Chinese steamer, 1,568,  
Wells, Whampoa 30th August, General—  
C. M. S. N. CO.

August 31, ANTONIO, British steamer, 1,249, J.  
Wallace, Nagasaki 27th August, Coal—  
RUSSELL & CO.

August 31, PAEMDEN, British steamer, 886,  
Loosk, Whampoa 30th August, General—  
JARDINE, MATTHESON & CO.

August 31, EPOIX, British gunboat, H. R.  
Adams, Singapore 22nd August.

August 31, LAVINE, German steamer, 400,  
Samuelson, Pakho 27th August, and Hol-  
low 30th, General—WIELER & CO.

August 31, SAQUELIEN, French steamer, 4,036,  
Homery, Marseilles 31st July, Poit Said  
5th August, Suez 6th, Aden 11th, Colaba  
14th, Singapore 25th, and Saigon 28th,  
Mails and General—MESSAGERS MAR-  
TIMES.

CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE.  
31st AUGUST

City of Sydney, Amr. str. for Yokohama.  
Cleddyra, British str. for Saigon.  
Yangtsze, British str. for Shanghai.  
Emaralda, British str. for Kobe.

DEPARTURES.

August 31, CHANGSHA, British steamer, for  
Sydney, &c.

August 31, ACTIV, Danish str. for Haiphong.

August 31, DÜBURG, German str. for Amoy.

August 31, JACOB CHRISTENSEN, Norwegian str. for  
Kuching.

August 31, PALMURUS, British str. for Shang-  
hai.

August 31, ESMERALDA, British str. for Koba.

August 31, YANGTZE, British str. for Shang-  
hai.

August 31, CITY OF SYDNEY, Amr. str. for San  
Francisco.

PASSENGERS.  
ARRIVED.

Per Volga, str. from Yokohama—For Hong-  
kong—Capt. Manetto. For Saigon—Mr. Le  
Hogue, and 34 marines. For Singapore—Mr.  
Marsell, Mr. T. T. T. and son. For Mac-  
millan—Col. Tuzan, and Mr. S. K. San.

Per Haiphong, str. from Coast Ports—16 Chi-  
nese.

Per Sophia, str. from Pakho, &c.—16 Chi-  
nese.

Leaves from my Chinese Scrap Book by F. H.  
Balfour.

Sketches of Life in Japan, by Major  
Knollys, R.A.

Macmillan's Atlas of Tropical Climates.

The Family Sherry-Norman-Lockyer  
Creation or Evolution, by G. T. Curis.

Useful Hints to Sea-going Engineers.

Bacon Hubner's "Through the British Em-  
pire."

Arnold on "Marine Insurance," 6th Edition.

Mackintosh's "China and Japan Trade Tables  
of Cost: Silk and Tea Sections, with Tele-  
gram Code."

Kennedy's Royal Atlas of Modern  
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Black's "General Atlas of the World."

Keight's "Hand Book of Eastern Geography."

Physical, Historical and Descriptive.

Day's "Race Horse in training."

The Voyage of the "Vega," new and cheap Ed.

The Student's History of Modern Europe.

Experiments in the Fire-Engine Adminis-  
tration of the Government of One Lot

of CROWN LAND at Victoria, Victoria, in  
the Colony of Hongkong, for a term of 999 Years.

Business is forwarded by the various  
British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand,  
but the personal attendance of the Depositor or  
his duly appointed Agent, and the production of  
his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANK-  
ING CORPORATION, T. JACKSON,  
Chief Manager.

Hongkong, 1st September, 1887.

THE NEW ORIENTAL BANK  
CORPORATION, LIMITED.

NEW AND POPULAR BOOKS.

Leaves from my Chinese Scrap Book by F. H.  
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CHINA TRADERS' INSURANCE  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIRST ORDINARY  
MEETING OF SHAREHOLDERS.

Will be held at the Head  
Office Victoria, Hongkong, on MONDAY,  
the 5th September, at 4 o'clock P.M., for the purpose  
of presenting the Report of the Directors and  
Statement of Accounts to 30th April last, and of  
declaring Dividends.

The TRANSFER BOOKS of the Company will  
be closed from the 23rd instant to the  
5th proximo, both days inclusive.

By Order, A. S. GARFITT,  
Acting Secretary.

Hongkong, 15th August, 1887.

THE CHINA & MANILA STEAMSHIP  
COMPANY, LIMITED.

NOTICE.

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## INTIMATIONS.

NOTICE.

## GARDEN SEEDS.

SEASON 1887-88.

THE following SEEDS required for Sowing in August and September can now be supplied, viz.—

## CELERIUM. CYCLAMEN.

## CINERARIA.

OUR FIRST SHIPMENT OF ASSORTED VEGETABLE AND FLOWER SEEDS IS EXPECTED SOON.

Catalogues will be supplied FREE OF CHARGE

on and after the 30th instant.

A. S. WATSON &amp; CO., LTD.

Hongkong, 13th August, 1887.

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period, will be continued until countermanded.

Orders for extra copies of this Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

TELEPHONE No. 12.

BIRTH.

At Manila, on the 21st August, the wife of G. H. CUNDALL, of a son. [1887]

MARRIAGE.

On the 15th August, at No. 41, Taito, Tokyo, by the Rev. D. Thompson, Miss Toto Sato to Mr. F. SCHMIDTER. DEATHS.

At the General Hospital, Shanghai, on the 25th August, 1887, WALTER THOMAS, late Engineer of the steamer *Ampang*, aged 33 years.

At the General Hospital, Shanghai, on the 25th August, 1887, WALTER THOMAS, of the Revenue Department, aged 22 years, in the L. M. Customs Service. Aged 37 years.

## The Daily Press.

HONGKONG, SEPTEMBER 1st, 1887.

A QUESTION was recently put in the House of Commons with reference to the use of mineral oil as fuel on board men-of-war. The reply was to the effect that the authorities had given considerable attention to the subject, but that it had been found that the cost of oil was greater than that of coal.

There is no likelihood, therefore, of oil being adopted as the fuel of the British navy. It is used on board some Russian vessels, and also here and there on a railway, but these are cases where the oil is cheap by reason of proximity to the wells and coal dear in consequence of the cost of carriage. Were mineral oil largely adopted as a fuel for steam generation the increased demand would cause a rise in prices which, even if it were cheaper at the moment, would soon make it more costly than coal. The petroleum wells of the world are much farther removed from inextricability than are the coal fields and the supply would be wholly inadequate to take the place of coal for general use. It is true that oil has many advantages over coal, but the idea of its general substitution for coal has been very summarily disposed of, we learn from the San Francisco correspondent of the *N. C. Daily News*, by the superintendent of the motive power on the Pennsylvania Railroad. "The Pennsylvania system consumes 8,000 tons of coal per day; to replace this fuel with oil would involve a consumption of one-third the entire oil production of the United States. Thus the trunk lines running into New York would alone use up all the oil produced in this country, and more too; leaving nothing for purposes of illumination. Oil cannot supersede coal because there is not enough of it to go round." This is a very practical way of putting the matter, and shows at once that coal has nothing to fear from petroleum. Not only is the latter dear, if we are to accept the evidence of the British naval authorities, but its supply is uncertain. The coal fields of the world can be measured, their contents can be calculated, and scientists and statisticians can employ themselves and amuse the world by forming estimates of how long the supply will last. But for all practical purposes the coal supply is unlimited. The coal fields of Great Britain have been estimated, at the rate of consumption a few years ago, will last 1,200, or, allowing for the progressive increase, from 250 to 500 years. But this is assuming that the workings will be confined within the 4,000 feet limit. Below that limit lie untilled stores, which means will doubtless be found for working long before a coal famine sets in. But Great Britain holds only a fraction of the world's coal supply. It has been estimated that the North American coal fields contain an untouched area equal to seventy times the whole of that of Great Britain, while the coal fields of China are said to extend over an area of 400,000 square miles, and Baron von Richthofen has reported that he himself has found a coal field in the province of Hunan covering an area of 21,700 square miles, which is nearly double the British coal area of 12,000 square miles. There are in fact few countries where coal may not be found. Petroleum is much less widely distributed, and where it is found it is impossible to say how soon the wells may give out. All that we know is that every now and again a well does give out, that the petroleum producing districts of North America are riddled through and through, and that the total yield is still wholly insufficient to replace coal to any appreciable extent as fuel, while, on the other hand, it is in constantly increasing demand for illuminating purposes. So long therefore as the world has to rely on steam as its chief motive power in manufacturing industries so long must coal be looked to as the fuel by which steam is to be generated. When electricity has taken the place of steam, if it ever does, coal may become a less important factor in the world's economy.Bishop Gomes Ferreira, who was consecrated at Macao, is a native of the Portuguese Maritime steamer *Vogar* for Singapore on route for Cochinchina.The *Press* says that another steam-launch is being built at the Tientsin Arsenal for conveying to Peking by way of the moveable Tung-chow railway.The Acting Superintendent informs us that the P. & O. liner *Babara*, with the next outward English mail, left Singapore at 8 a.m. yesterday for this port.According to the *Shie-pao* there have been an unusual number of bankruptcies in Hankow this year, not only amongst the tea men, but in several other branches of trade.The *Ha-pao* says that orders have been received from Peking for the execution of Shih Kai-yang in connection with the Ching-chow riots of last year. His son has already been captured in January last.Prince Min Yung Tsu, who is reported to have left Korea in the Russian gunboat *Soroch* for Siberia, was the *Courier* heard, at Chefoo on the 18th August, waiting for the next opportunity to return to his country.The British gunboat *Esopus*, Lieut.-Commander Adams, arrived here yesterday from Singapor, which port she left on the 22nd August. At the 27th ult., on her way up, she spoke the gunboat *Zephyr*, bound for Singapore.The Court of Inquiry to investigate the circumstances attending the loss of the China Navigation Co.'s steamer *Li* of Rosyth, laid on the 20th, and not on the 27th ult., as first announced.

Mr. Thomas Jackson, resumes his duties as Chief Manager of the Hongkong and Shanghai Bank to-day. Mr. Jackson, who is the sole representative of the Bank shareholders, will go home as managing director of the London branch.

The *Messagers Maritimes* steamer *Saghalien*, from Marseilles July 31st, with the London mail of the 29th July, arrived here about six o'clock yesterday afternoon. Our *Coyotes* dies have again failed to come to hand, and the news brought by this mail is uniform.

His Excellency Tang, director of mining affairs in Yunnan, has, according to a native paper, petitioned the Throne to give him more time in raising shares for the working of the copper mines in that province. Two Japanese engineers have been engaged for a term of three years, to superintend the working of the old mines.

The *Singapore Free Press* says—"Rumours in Penang say that when the official changes take place, Mr. Skinner will be Colonial Secretary with Colenso Danlop or Mr. Swettenham as Resident Councillor at the northern Settlement. Mr. Maxwell, we hear from the same source, is not unlikely to go to Penang in place of Sir Hugh Low."

The rains in the metropolitan circuit have, perhaps, for the climate of this muddy flat, and may encourage us during the intense heat of this fiery August, to note that two or least of our fiery residents celebrate this Autumn the 40th anniversary of their arrival in Shanghai. We are told that Dr. Yates and Mr. Mairhead, they both arrived in 1847, and Mr. Mairhead was the first to reach Shanghai, though Dr. Yates first touched Chinese soil, having landed in the first instance at Hongkong. To-day, August 25th, is the day on which Mr. Mairhead reached Shanghai, after a voyage of 133 days. We congratulate our venerable friend, and congratulate Shanghai, that he has spared so much of his life in the service of his country, and we hope that his health will be improved by the change of air, and that he will be able to go to Penang, if not unlikely to go to Penang in place of Sir Hugh Low."

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The rains in the metropolitan



## FOR SALE

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THE TUG STEAMER "RAPIDO."  
OFFERS are requested for the above  
STEAMER constructed in Hongkong by  
Messrs. GEORGE FENWICK & Co. in 1884, now  
working in Iloilo, Philippines.

Length ..... 80 feet  
Breadth ..... 15.7 feet  
Depth ..... 7.5 feet

About 48 tons net register.

Speed, 11 miles.

The STEAMER is in Good Condition, either to

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For details apply to Messrs. SMITH BELL &

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Hongkong, 27th August, 1887. [1647]

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HOLLAND GENEVER GIN in Cases  
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Bottles, 16 oz. Each.

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STOVES, AND TRICYCLES,  
SCALES, BICYCLES,  
PAINTS, OILS, VAENISH.

Apply to W. G. HUMPHREYS & Co.,  
Bank Buildings.

Hongkong, 1st January, 1888. [33]

FOR SALE

A Collection of about 400 UNPOLISHED  
GEMS. Can be seen on application at  
the Office of this Paper.

Hongkong, 26th February, 1887. [433]

FOR SALE OR TO LET.

THE Property known as "THE CLIFFS,"  
near Mount Gough—the Peak.  
Apply to ADAMS & JORDAN,  
Hongkong, 24th February, 1887. [418]

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\$25 ..... per case of 1 dozen quarts.  
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\$25 ..... per case of 1 dozen quarts.  
\$19 ..... per case of 1 dozen quarts.  
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\$9.50 ..... per case of 1 dozen quarts.

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\$5 ..... per case of 1 dozen quarts.

JOHN WALKER & SONS' OLD HIGHLAND WHISKY.

\$8 ..... per case of 1 dozen bottles.

ALSO.

CUTLER PALMER & Co.'s WINES AND SPIRITS.

SIEMSSSEN & Co., Hongkong, 1st January, 1884. [19]

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CHAMPAGNE "MONOPOLE,"—HEIDSIECK & Co.—

MONOPOLE Red SEAL (medium dry).

Do. "Red Foil" (dry).

Dry Do. Do. (extra dry).

CARLOWITZ & Co.

Sole Agents for HEIDSIECK & Co., Hongkong, China, and Japan.

Hongkong, 1st July, 1885. [126]

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LARGE STOCKS OF EVERY DESCRIPTION OF

COAL.

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J. AND E. TENNENT'S ALE and

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Merchant Navy

Navy Boiled CANVAS.

Long Frix CROWN.

ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1887. [20]

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BOUND VOLUMES of the China Overland

Trade Report for the Year 1886.

PRICE, TEN DOLLARS.

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Hongkong, 28th April, 1885.

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Goods received on STORAGE at Moderate

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STEAMER CARGOES discharged on

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Also Entire GODOWNS TO LET.

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Hongkong, 2nd July, 1887. [1278]

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Hongkong, 22th July, 1887. [1429]

## TO LET.

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Hongkong, 30th July, 1888. [142]

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Hongkong, 1st February, 1888. [143]

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## WITH IMMEDIATE POSSESSION.

SUITES or ROOMS fronting the Praya and

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These Premises are well adapted for OFFICES

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Hongkong, 28th July, 1887. [1432]

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## A VERY COMFORTABLE

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Hongkong, 5th May, 1887. [71]

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